

(c) if so, how much profit has been earned by Alliance Air during 1993-94, 1994-95 and 1995-96, year-wise; and

(d) whether there is any bearing upon profit and loss of Indian Airlines on account of profit and loss of Alliance Air?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Indian Airlines did not earn any profit during 1993-94, 1994-95 and 1995-96.

(b) Yes, Sir.

(c) and (d) Does not arise since Alliance Air started its operation from 1996-97 onwards.

### **Guidelines for operation of small aircrafts**

2123. SHRI T.T.V. DHINAKARAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government have formulated Route Dispersal Guidelines for operating small aircrafts/helicopters in the country;

(b) if so, the details thereof; and

(c) whether Government would introduce helicopter service between places of tourist/pilgrims interest in the country?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Government has laid down route dispersal guidelines for Scheduled Air Transport Passenger service operators with a view to achieve better regulation of air transport services taking into account the need for air transport services of different regions of the country including North-East region. As per Route Dispersal Guidelines all operators are required to deploy in Category II routes atleast 10% of the capacity deployed by them on routes in Category-I and of the capacity thus required to be deployed on Category II routes, at least 10% would be deployed on. services or segments thereof operated exclusively within the North-Eastern region, Jammu & Kashmir, Andaman and Nicobar and Lakshadweep. The operator is also required to deploy in Category-III, at least 50% of the capacity deployed on routes in category-I. Keeping in view the frequent

requests from Lakshadweep Island for augmenting air services by linking Agatti to Gochin for passengers as well as to cater to the cargo demand on the sector, it has been decided to include operations on Cochin-Agatti-Cochin route within the above classification of category-II.

(c) Pawan Hans Helicopter Ltd. (PHHL) operates passenger service from Augustmuni to Kedarnath and Badrinath Dham twice in a year (May-June and September to October). PHHL has been providing helicopters for carrying pilgrims to Amarnath Dham on wet lease basis to private operator since 2005 during the yatra season. PHHL has commenced operations from November, 06 with a 5 seater Bell helicopter for carrying pilgrims to Maa Ambaji and Jain Temples, Junagarh, Gujarat. The helicopter has been given on wet lease basis to a private operator. PHHL has provided helicopters on long term lease to Govt, of Meghalaya, Sikkim, Arunachal Pradesh, Tripura. Andman and Nicobar and Lakshadweep Administration and regular passenger services are being run under the aegis of the respective State Government/Administration as per their requirements.

#### **Naming of Jaipur airport**

†2124. SHRI KRISHAN LAL BALMIKI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether a proposal to name the international airport at Jaipur after Maharaja Sawai Mansingh is under consideration; and

(b) if so, by when it is proposed to be done?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) No. Sir.

(b) Does not arise.

#### **New scanner machine at Delhi Airport**

†2125. SHRI SHAHID SIDDIQUI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that a machine installed at Delhi Airport can scan even the inner wears of the human being;

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†Original notice of the question was received in Hindi.